



## Legislation Text

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**File #:** 19-3131, **Version:** 1

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Resolution - Resolution Authorizing Additional Funding to TxDOT to Cover Costs Associated with the Completed US 287 Ramps and Texas U-Turn Project in the Amount of \$893,718.11 (Street Bond Fund)  
Approval of additional funding to TxDOT for the US 287 Ramps and Texas U-turn project.

Staff recommends the approval of the attached resolution.

In order for TxDOT to spend funds or other resources on a transportation project with a local government, a written contract must be executed between the parties. TxDOT executes these contracts through a Local Project Advance Funding Agreement (LPAFA). These Advance Funding Agreements outline which party is responsible for conducting the work and procuring property, goods or services, such as: right-of-way, engineering plans, utility relocations, environmental studies, construction services. The LPAFA also contains an estimate of funding for the project. The terms in the LPAFA agreement state "The Local Government will be responsible for any cost overruns".

In April 2012 the City submitted a payment of \$8,500.00 to TxDOT for review of the traffic study for the US 287 Ramps and Texas U-turn project. In October 2013 the Council approved Resolution #2953-13 which authorized the LPAFA with TxDOT and approved funds in the amount of \$59,452.00 for TxDOT design review. In April 2016 the Council approved Resolution #3233-16 which authorized an amendment to the LPAFA with TxDOT and funding in the amount of \$4,140,725.24 to cover estimated costs associated with construction. These costs included TxDOT bid procurement, management, testing and oversight. The total City funds submitted to TxDOT for this project is \$4,208,677.24. TxDOT provided the construction management for this project.

The construction improvements of the US 287 on and off-ramps between Walnut Creek Drive and Debbie Lane along with the northbound to southbound Texas U-turn at Debbie Lane was officially accepted by TxDOT on May 7, 2018. Final TxDOT auditing after the project completion revealed that total cost of the project exceeded the funds that were submitted by the City. The total project cost was \$5,102,395.35. TxDOT has submitted an invoice to the City in the amount of \$893,718.11 to cover the costs associated with the project.

The additional cost is due to a number of factors: the actual project bid amount was higher than the engineer's construction estimate (funds that were submitted were based upon the estimate - \$3,823,153.00 estimated vs. \$4,196,348.59 actual bid amount - Difference \$373,195.59), TxDOT plan review and construction services fees were higher than estimated by TxDOT (\$385,524.00 estimated vs. \$568,604.15 actual - Difference \$183,080.15) and various change orders and quantity overruns occurred during construction (i.e. rebuilding the US 287 shoulder due to detoured traffic, constructing drive approaches and turn lanes with concrete instead of asphalt, repair of crash attenuators due to accidents, corrections to safety issues during construction and other miscellaneous changes). These changes added \$337,442.37 to the project.

The Local Project Advance Funding Agreement outlines that the City of Mansfield is responsible for 100% of the financial costs including overruns.

The Public Works Director will be in attendance at the meeting to answer Council's questions. A Resolution along with a Statement of Costs from TxDOT is attached for Council's consideration (Street Bond Fund).

David Boski, P.E., Assistant Director of Public Works - Transportation